U.S. Department of Transportation
Federal Aviation Administration

Alaskan Region
Air Traffic Division

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SEP 21 2000

Verne Skagberg
State of Alaska, DOT/PF
P.O. Box 196900
Anchorage, Alaska 99519-6900

Dear Mr. Skagberg:

The Federal Aviation Administration has completed our review of the 7 proposed alternatives for the Gravina Access Project, Ketchikan, Alaska.

We offer the following findings by alternative for your consideration:

Alternative "D" (Aeronautical Study # 00-AAL-0009-OE)

In the bridge only configuration, no penetrations were identified. In the draw bridge configuration the horizontal surface would be exceeded by 66 feet. This could be mitigated through lighting since it would only be in the raised position for short periods of time.

This alternative does not affect current instrument procedures. However, with new criteria being developed utilizing Wide Area Augmentation WAAS) of the Global Positioning System (GPS), it would prevent future reductions in approach minimums (down to as low as 200 feet above the touch down zone elevation).

Alternative "C-2" (Aeronautical Study # 00-AAL-0010-OE)

This penetrates the horizontal surface by 46 feet and the transitional surface by 82 feet. This analysis assumes a vehicle height of 15 feet. We find this alternative to be OBJECTIONABLE.

This alternative does not affect current instrument procedures, but would have the same affect as "D" on future possibilities.

Alternative "C-1" (Aeronautical Study # 00-AAL-0011-OE)

This penetrates the horizontal surface by 42 feet and the transitional surface by 95 feet. This analysis assumes a vehicle height of 15 feet. We find this alternative to be OBJECTIONABLE.

This alternative does not affect current instrument procedures, but would have the same affect as "D" on future possibilities.

Alternative "F-2" (Aeronautical Study # 00-AAL-0012-OE)
Alternative "B" (Aeronautical Study # 00-AAL-0013-OE)
Alternative "F-1" (Aeronautical Study # 00-AAL-0014-OE)
Alternative "A" (Aeronautical Study # 00-AAL-0015-OE)

These alternatives no not penetration any aeronautical surfaces and will have no affect on current or known future approaches.

It should be noted that OBJECTIONABLE determinations can be mitigated through marking and lighting, if the public comment process indicates that the users and community desire such. However, it should be noted that lower approach minimums would/could be lost due to the obstruction.

If you have questions, or need additional information, please contact this office at (907) 271-5903.

Sincerely,

John J. Schommer
Obstruction Evaluation
Specialist, FAA